

B. F. TAYLOR,
Steamer.

Lighters and Steam Launches
Supplied.

ILOLO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD., LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES NO. 1459. 日三初月二年六十二緒光

SATURDAY, MARCH 3, 1900.

六拜禮

號三月三英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 12,000,000
CAPITAL UNCALLED " 12,000,000
RESERVE FUND " 7,500,000

Head Office—YOKOHAMA.

Branches and Agencies.

KOKE, LONDON;
NAGASAKI, NEW YORK;
LYONS, SAN FRANCISCO, HONOLULU;
BOMBAY, SHANGHAI;
TIENTSEN, NEWCHIANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.;
THE UNION BANK OF LONDON, LTD.
HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "
" S. CHOU, Hongkong Manager.

Hongkong, 4th January, 1900. [11]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.
Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON, PEKING;
CHEFOO, PENANG;
CHINKIANG, SINGAPORE;
CHUNKING, SWATOW;
FOOCHEE, TIENSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3% per Annum Fixed Deposits for 3 months.
4% " " 6 "
5% " " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 1st February, 1900. [14]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 "

" 3 " 2 "

" T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1896. [13]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$11,500,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

N. A. SIEZ, Esq., Chairman.

R. SHEWAN, Esq., Deputy Chairman.

E. Goetz, Esq.

R. M. Gray, Esq. D. M. Moses, Esq.
A. Haupt, Esq. A. J. Raymond, Esq.
The Hon. J. J. Keswick, Esq. R. L. Richardson, Esq.
A. McConachie, Esq. P. Sachse, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent per Annum.

For 6 months, 3% per Cent per Annum.

For 12 months, 4% per Cent per Annum.

THOMAS JACKSON,

Chief Manager.

Hongkong, 17th February, 1900. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 1st August, 1895. [10]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:

Chan Kit Shan, Esq. D. Gillies, Esq.

Chow Tung Shang, Esq. J. T. Luus, Esq.

Chief Manager:

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 20th December, 1899. [18]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$1.50 per Cask of 375 lbs. Net ex Factory.

\$8.50 per Bag of 250 lbs.

SHEWAN, TOME'S & CO.,
General Managers.

Hongkong, 8th February, 1900. [31]

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

(10)

| FOR STEAMERS | CAPTAINS | TO SAIL | REMARKS |
|--------------------|------------|-----------------------|---|
| KOBE | Candid | W.H. Haughton, R.N.R. | About 9th March. Freight only. |
| LONDON | Ceylon | C. L. Daniel | About 8th March. Freight or Passage. |
| LONDON, &c. | Commander | A. F. Vibert, R.N.R. | Noon, 17th March. Freight or Passage. |
| JAPAN | Rohillat | C. S. Teeque, R.N.R. | About 17th March. Freight or Passage. |
| SHANGHAI | Massilia | C. Cadd | About 17th March. Freight or Passage. |
| MARSEILLE & LONDON | PARRAMATTA | | 31st March |
| DIRECT | | | (Without Transhipment). MASSILIA 14th April |

(See Special Advertisement.)

[Passing through the Inland Sea].

For further particulars, apply to

(8)

H. A. RITCHIE, Superintendent.

Hongkong, 3rd March, 1900.

[5]

IMPERIAL GERMAN MAIL LINE.

(10)

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, AMSTERDAM, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

Also

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

STEAMERS SAILING DATES.

| | |
|----------------|---------------------------|
| BAYERN | WEDNESDAY, 7th March. |
| STUTTGART | WEDNESDAY, 21st March. |
| KONG ALBERT | WEDNESDAY, 4th April. |
| WEIMAR | WEDNESDAY, 18th April. |
| PRINZ HEINRICH | WEDNESDAY, 2nd May. |
| PREUSSEN | WEDNESDAY, 16th May. |
| HAMBURG | WEDNESDAY, 30th May. |
| SACHSEN | THURSDAY, 14th June. |
| OLDENBURG | THURSDAY, 28th June. |
| BAVARIA | THURSDAY, 12th July. |
| STUTTGART | THURSDAY, 26th July. |
| KONG ALBERT | THURSDAY, 2nd August. |
| WEIMAR | THURSDAY, 20th August. |
| PREUSSEN | THURSDAY, 26th September. |

ON WEDNESDAY, the 21st day of March, 1900, at NOON, the Steamer "BAYERN,"

of the NORDDEUTSCHER LLOYD, Captain E. Pichn, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 5th March, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th March, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 5th March.

Contents of Packages are required. No Purcell Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 21st February, 1900. [22]

NEW ROOMS

At Moderate Daily Rates.

HONGKONG HOTEL

CLAYMORE

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,
HONGKONG.

[23]

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MUSICAL INSTRUMENTS.

VIOLINS, CELLOS, GUITARS, BANJOS, CORNETS,

MANDOLINES, GUITARRAS, TROMBONES, EUPHONIUMS,

MANDOLAS, ZITHERS, CLARINETS, &c.

LANE, CRAWFORD & CO.

[40]

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THE HONGKONG TELEGRAPH, SATURDAY, MARCH 3, 1900.

To-day's Advertisements.

THE PEKIN SYNDICATE, LIMITED.

INCORPORATED UNDER THE COMPANY'S ACTS, 1862 TO 1893.

SHARE CAPITAL, £1,540,000, DIVIDED INTO

1,500,000 Shansi Shares of £1 or £1 each, 39,000 Ordinary Shares at £1 or £1 each, 3,000 Deferred Shares of £1 or £1 each.

THE HONGKONG & SHANGHAI BANKING CORPORATION

are authorised as Agents for the above Syndicate, to invite Application for

0000 Shansi Shares of £1 each at par.

Payable as to Two Shillings and Sixpence on Application, as to Two Shillings and Sixpence on Allotment, as to Five Shillings Three Months after

Allotment, and the remaining Ten Shillings in Calls not exceeding Five Shillings, as and when required.

THE Holders of the Shansi Shares will be entitled to Ten per cent. of the Net Profits of the Syndicate吐司 in each year arising from the Shansi and Huan Concessions until the sum paid shall amount to £1 per Share, and in addition thereto to 50 per cent. of all Shansi Net Profits arising from such Concessions, after providing for the payment of the above percentage whilst it continues payable and afterwards 50 per cent. of the Net Profits and in the event of a winding up to 50 per cent. of the Shansi Assets representing the same Concessions after paying off the whole of the Syndicate吐司 Paid-up Capital.

DIRECTORS.

CARL MEYER, Esq., Chairman.

JAMES H. GLASS, Esq., C.I.E., M.I.C.E. (Late Chief Engineer and Secretary to Government, Public Works Department, Bengal.)

GEORGE JAMISON, Esq., C.M.G. (Late H.M. Consul General and Commercial Attaché, Shanghai, China).

ROBERT MILLER, Esq., BANKERS.

THE HONGKONG AND SHANGHAI BANKING CORPORATION, London and China.

CONSULTING ENGINEERS.

LIVELY, SON & HENDERSON,

Broad Street Avenue, E.C.

BROKERS.

PANMURE, GORDON, HILL & CO.,

Hatton Court, Threadneedle Street, E.C.

CAZENOUE & ARKROD,

52, Threadneedle Street, E.C.

SOLICITORS.

ISBELL, BRETT & SONS,

Broad Street House, New Broad Street, E.C.

AUDITORS.

COOPER BROTHERS & CO.,

14, George Street, Mansion House, E.C.

SECRETARY & OFFICES.

TOMMY GILBERT,

110, Cannon Street, London, E.C.

Subscription Lists will be CLOSED on or before the 7th March.

Hongkong, 3rd March, 1900. [279b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"FORMOSA."

Captain Douglas, will be despatched for the above Port, on MONDAY, the 5th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAFRAZ & CO., General Managers.

Hongkong, 3rd March, 1900. [276b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR WEIHAIWEI AND TIENSIN.

THE Company's Steamship

"NANCHANG."

Captain Finlayson, will be despatched as above on WEDNESDAY, the 7th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd March, 1900. [279b]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL."

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 7th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 3rd March, 1900. [275b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"PATHAN,"

will be despatched for the above Port.

For Freight, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 3rd March, 1900. [273b]

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

will give

TWO MORE PERFORMANCES OF

"THE YEOMEN OF THE GUARD,"

THIS EVENING

(SATURDAY), the 3rd March, 1900.

Under the Distinguished Patronage of Their Excellencies Sir HENRY BLAKE, G.C.M.G., and Lady Blake, &c., and on

MONDAY, the 5th March.

Positively the Last Performances.

Press Circle.....\$1

Stalls.....\$2

Pit.....1

Half-price to the Fit for Soldiers, Sailors, and Police in Uniform.

The Booking Office will be Opened at the CITY HALL, on TUESDAY, the 27th instant, at 10 A.M.

Late Trans will run 1 hour after the fall of the curtain.

H. C. NICOLLE,

Acting Manager.

Hongkong, 3rd March, 1900. [244b]

1900-1901.

BIRTHS.

On the 27th January, at "Hillcroft" Hertford, the wife of ALFRED H. DARE, of Yokohama, of a daughter.

On the 2nd February, at Sandakan, the wife of WILLIAM HUGHES PINNEY, District Magistrate and Postmaster-General, of a daughter.

DEATHS.

On the 24th January, killed in action at Spioenkop, ALEXANDER PRICE CONGILY HERSCHEL WADE, Lieutenant 2nd Royal Lancaster Regiment, second son of the late Sir Thomas Francis Wade, K.C.M.G., K.C.B., aged 29.

On the 20th January, at Rome, MARION ELIZABETH, widow of the late Edward J. J. Walker, of Singapore.

HONGKONG, SATURDAY, MARCH 3, 1900.

REUTER'S TELEGRAMS.

THE WAR.

General Buller's Advance.

London, March 1st.

It is officially announced that Col. Dundonald entered Ladysmith last night.

Later.

A despatch from General Buller dated 1st instant says that Col. Dundonald with the Natal Carabiniers and the composite regiment of cavalry entered Ladysmith on the 28th February (night). General Buller reports that the country between him and Ladysmith is reported to be clear of the enemy, and that he is moving on Nelspruit.

Cape Colony.

General Clements occupied Caledon yesterday, meeting with an enthusiastic welcome.

Paardesberg.

Reuter's correspondent at Paardesberg, 28th February, says the Boers are reported to be in strong force to the South West.

Later.

General Buller, wires from Nelspruit, 28th February 5 p.m.: "Have just returned from Ladysmith. With the exception of a

small rear guard to the Northward of Surprise Hill all the besiegers of Ladysmith have retired, in hot haste, and the country to the Southward of the town is quite clear. The garrison will require a little nursing before being fit for the field."

There are immense rejoicings in England over the relief of Ladysmith.

Re-Inforcements.

Lord Lansdowne has announced that 38,800 troops will sail in March and 17,800 in April.

The Army Estimates.

The Army Estimates total £61,499,000 and provide for 430,000.

WEATHER REPORT.

The Observatory report says:-

On the 3rd at 11.55 a.m. the barometer has risen in the Sea of Japan, fallen quickly on the China coast. The depression lying in the Sea of Japan yesterday, is probably moving away over E. Japan. Another depression seems to be developing between the E. coast of China and the Loochou. Gradients slight with light variable winds in S. China and the N. part of the China Sea. FORECAST:—Moderate or light E and varying winds; unsettled, some rain.

At the conclusion of the programme the President Mr. Boughton received a very warm ovation, reference being made to his many services rendered social functions during his residence in the Colony, especially the ball given in the Dockyard last year which was declared to be the best of the season. We hear he is now on the war path for a dinner and dance on the 17th of March, which will certainly receive great support from his compatriots.

The Committee must be complimented on the admirable arrangements made, Messrs. Davis, McCoy and Johnson especially so for the manner in which the decorations were carried out.

The concert was brought to a close by singing the "Star Spangled Banner" and "Auld Lang Syne and immense cheering."

IT is with great pleasure we noticed the name of Mr. Francis Arthur Hazelton as having been called to the bar on the 26th of January at Lincoln's Inn. We are sure that his Hongkong friends will join us in congratulations on his success.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel, this evening, from 8 p.m. to 9.30 p.m.:-

PROGRAMME.

March....."Pompus".....Home
Overture....."Jeanne d'Arc".....Contre
Valse....."Bell Shells".....Trot
Fantasia....."Giselle".....Adagio
Song....."Will you come back?".....Clay
Pakka....."The Ballad of Fairbank".....Fairbank
"God save the Queen?"

ON Monday afternoon, on the Happy Valley, the Hongkong Football Club will play H.M.S. VICTORIOUS. Kick-off at a quarter to five. The following will play for the Club:—F. H. Kew, goal; B. C. M. Johnston and C. H. P. Hay, backs; S. L. Jenkins, C. T. Kew and W. H. Howard, halves; A. R. Lowe, J. E. Lee, J. F. Noble, H. C. R. Hancock and J. D. Danby, forwards.

THESE CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

This Company continues to increase, and with our new Aerated Water Plant working we hope to add further to its

G. A. WATKINS,
CH'AN A FOOK,
General Manager.

Hongkong, 1st March, 1900.

BAD MONEY.

IMPORTANT CAPTURE.

For some time past the Colony has been flooded with counterfeit coinage, and we are pleased to state that the police have been able to make an important capture of a distributor of these base coins. A cook came up to the Central Police Station to complain that his wages had been paid in bad money. Mr. Hanson, who happened to be in the charge-room, thought the matter worth investigation and went to the master's house. He found a bag containing \$34.20 supurious coins. The master was out at the time but presently returned to the house and was informed by his cook what had happened. He bolted but Mr. Hanson seeing a long-robbed Chinese gentleman running away from the house told his Chinese detective to run and catch him. He turned out to be the master. At the Police Station he told a yarn that the cook had placed the bad money on his premises. He was, however, brought up before the Magistrate this morning and remanded \$500 being accepted. Unfortunately there were no dice found on the premises but no doubt the police will be able to obtain further information that will lead to the suppression of bad coinage in the Colony. We wish them every success in their endeavours.

THE HONGKONG TELEGRAPH, SATURDAY, MARCH 3, 1900.

BY THE MAIL.

[From Home Papers.]

The Crown Prince of Siam.

His Imperial Highness the Crown Prince of Siam matriculated at Oxford on 26th January and has now gone into residence as a member of Christ Church. The Siamese Legation has leased for his establishment at Oxford the residence known as Caen, South-park's-road.

The "Father of the Lords."

As some doubt seems to exist as to who is now the "Father" of the House of Lords, it may be noted that since the death of the Earl of Mansfield, eighteen months ago, this position has been held by Lord Templemore, who succeeded his father as second Baron in 1837, and took his seat in the House of Lords on June 15, 1842, the day after coming of age.

The "Father of the Lords."

It is doubtful if ever Mat really meant to keep to his agreement; he may have tried but was prevented by his followers, mostly runaway prisoners and buffalo thieves. The Tamburans people could not stand his exactions and complained to the Government. Mat fought and robbed the Sonsuru tribe adjoining the Tegus tribe on his side and against the Tamburans.

Mat Salleh defied the Government, his people raised and murdered. The Government had now to do their duty and put an end once and for ever to Mat's career. This has been well done.

Mat Salleh's wife Dyang Badang, who is connected with the Royal family of Sulu, is reported to be in Si Guntung's village. His father, Datu Buta, apparently fell in one of the fights with Tegus in 1837. Badang's brother is believed to have been killed at Ranau. Datu Shabandar, an uncle, and Mat Salleh's nephews were with Mat Salleh in the late operations, and probably also Ali, another brother.

Mat Salleh was a somewhat servile imitator in Tali, an escaped convict, who after a brief but exciting career was killed in the spring of 1898.—*B. N. R. Herald.*

THE NORTH BORNEO SHIPPING TRADE.

In view of the remarks we made upon the above subject in a recent issue the following letter, from the *B. N. B. Herald* of 16th February, will prove of interest:—

To the Editor, British North Borneo Herald.

OUR STEAMER SERVICE.

Dear Sir,—Last July we heard of the transfer of the Blue Funnel local steamers to the East India Steamship Co. (Norddeutscher Lloyd) and through your columns were informed that henceforth there would be a regular weekly service between this and Singapore.

Some sceptics (there were sceptics of course) laughed at this, and said "see how long it will last" and "now they have been having their innings."

Taking the last 3 months Nov., Dec., and Jan. we have had only 6 of the Co.'s steamers arriving with the Blue Funnel local steamers to the East India Steamship Co. (Norddeutscher Lloyd) and through your columns were informed that henceforth there would be a regular weekly service between this and Singapore.

This is not even up to Blue-Funnel form, for during the corresponding period of the previous year we had 7 arrivals and 8 departures. When we consider that freights and passage monies have also been raised 20 to 30 per cent. it is difficult to see where the change has resulted in an improvement.

Another matter has caused a good deal of criticism, and so far no one has been able to give any reason to justify it. Why were the names of the steamers changed to the names of the local ports they run to? For instance we have had the steamer *Laban* with the mail for Luban leaving for Luban; there is also a small local line which has a steamer of the same name, so the absurdity is possible of two *Labans* leaving for Luban the same afternoon. Can anything be imagined more confusing? In fact, I heard a wag ask the question will the big *Laban* or the little *Laban* take the Luban letters?

We have also a s.s. *Kudat* calling at Kudat, the s.s. *Sundakin* and the s.s. *Singapore* also trading between the Ports of the same names. The old names revived memories of heathen mythology. If the *Medusa* and the *Gorgon* left at the same time, no confusion was caused, though possibly the bystanders might inquire where the sisters were. Had the names been changed to others signifying their nationality, no one could have been surprised. We might, for instance, have had a Kaiser Wilhelm der Kleine in contradistinction to their other steamer of a similar name which could probably at a pinch stow it in its hold. German Princes are said not to be scarce, and some of their names might have been honoured.

1 am, &c., CIVIS.

DEPARTURE OF THE "KINGS OWN" FROM SINGAPORE.

SINGAPORE, 24th February. A great gathering of Singapore's friends assembled at Tanjong Pagar wharf this morning to see the last of the departing "King's Own Regiment," who proceeded in the s.s. *Dilwara* to Southampton via Aden, Colombo being omitted. Practically everybody was there, military and naval and that must be indication enough of the general regret at the leaving of so popular a battalion as that commanded by Lt. Col. Rowlandson. White good-byes were in progress on board, the band of the 16th M. N. L. played some lively airs on the wharf, winding up with "Auld Lang Syne."

Just before 10 a.m. at the waning round of a bell, friends hurried to the gangway, a final hand-stroke—a hearty "good-luck to you," and the ship was cleared.

As the *Dilwara* slowly left the wharf, the band commenced to play the "British Grenadiers." "The Girl I left behind me," and finally as the ship was well under way "Auld Lang Syne" "Three cheers for Singapore," from the *Dilwara*, three cheers for the gallant "King's Own" from those ashore, and Singapore had said good-bye to one of the best regiments that ever did garrison duty here.

The following kindly farewell telegram was received from Sir Alexander Swettenham from Penang by Lt. Col. Rowlandson K.C.R.:—

"Wish you, your officers, and your fine regiment a pleasant voyage and all good luck. We shall miss you all greatly."—S. F. Press.

MORE RUSSIAN RE-INFORCEMENTS.

On the 22nd ult. there arrived at Singapore two Russian transports, the *Petersburg* with 1,535 Russian soldiers, and the *Voronezh* with 911 soldiers on board. Both are bound for Vladivostock. On the subject of these two vessels with the troops they are hurrying to the Far East, a home paper says:—

"The two Volunteer Fleet cruisers *Voronezh* and *Petersburg*, which left Odessa a few days ago for the Far East, carried between them 2,600 troops for debarkation at Port Arthur; a numerous party of artillery officers, and a large consignment of the most modern-type fortress guns. During the month ending 31st January, 5,000 troops have been shipped from Odessa for the Far East, and according to present arrangements, every Volunteer Fleet vessel (except one or two, told off for the transport of convicts to Saghalien) sailing between now and the autumn is engaged to carry a more or less numerous complement of soldiers. The further disposition of the extra troops landed at Port Arthur is never officially announced, the troops themselves, as well as all the subaltern officers, leaving here in ignorance of their ultimate destination."

The French Naval Programme.

The *Advertiser* says that the new French naval programme will provide for six battleships of

from 14,000 to 15,000 tons, six swift armoured cruisers of the same tonnage, several destroyers, torpedo-boats, and sub-marines. The coast-defence measures will comprise the construction of dry docks at Brest and L'Orient, and the erection of several powerful forts at prominent points, such as Ushant, as well as the construction of naval docks at Brest, Mers-el-Kébir and Diego Suarez. A sum of £20,000,000 will be expended upon the laying down of an "all French cable," and the rest of the scheme will entail the expenditure of £75,000,000, which will be spread over six or seven years, so as to avoid a loan or additional taxation. The measure was finally drafted at a Cabinet meeting on 30th ult.

Instructions have been given that the twelve 30-knot torpedo boat destroyers recently ordered by the Admiralty, the *Falou*, *Ostrich*, *Lively*, *Sprightly*, and *Petrel* are to be attached to the Devonport command, and be delivered at Devonport by the end of this year. The destroyers previously ordered, the *Perseverance* and *Zephyr* (27-knot vessels), the *Express* (53-knot), and the *Victor* (55-knot), are also to be attached to the Devonport command, and be delivered before July next.

Dover Harbour.

The contractor's preparations for the Government works at Dover afford a striking sight for passengers across the Channel. These, and the recent laying of the first stone of the National Harbour, mark a new stage in a project which, after half a century's delay, is coming to fruition. Over fifty years since the urge need for a national harbour of refuge at Dover was admitted, and the reports of Commissions appointed to consider the subject presented; but many considerations besides those of finance and planning prevailed to delay the practical examination of those reports. Just as the military authorities vetoed the making of the Channel Tunnel—by so did they depreciate a huge national harbour undertaking. Both objections were urged with an eye on dear neighbours across the Channel; the tunnel because might readily be made the vehicle for invasion, and the harbour because its construction would possibly annoy their susceptibilities, and lead them to believe that we were devising a naval base as an offensive set-up against Cherbourg. They may think so now, but note the less are we setting about the work, which will protect the wind-swept roadstead not only for the use of the navy, but also in mind, not really (principally) for the mercantile marine.

Liverpool School of Tropical Medicine.

The first report of the Liverpool School of Tropical Diseases, established in connection with University College and the Royal Southern Hospital in that city, has just been issued. The school was suggested on November 12th, 1898, and was promptly taken up, a committee being early formed, leaving Mr. W. J. Chapman, Mr. Alfred L. Jones, who had proposed an annual contribution of £30 for three years. The total amount subscribed in the past year exceeded £3,000, but the expenditure has necessarily been very heavy, though it is hoped that the scope of the school will not have to be limited for lack of financial support. The school secured the services of Major Ross as lecturer on tropical diseases, and of Dr. H. E. Attent as demonstrator. After referring to the course of work at the school, the report states that abundant cases of tropical disease have been treated in the special hospital ward in the year, 175 cases in all being treated. Of the total treated 151 were English, five Norwegians, three Germans, three Finns, two Swedes, three Lascars, two Italians, two Chinese, and one each American, Dutch, Spanish, Maltese, and Austrian. The patients were nearly all seafarers. The most important result achieved was the decimation of a expedition to West Africa, the results of which have been in the highest degree satisfactory, and a valuable report in regard to it is shortly to be issued.

The Early Calling of Parliament.

The present reign yields only thirteen instances of Parliament being called earlier so early as Jan. 30. In 1881 the date of meeting was Jan. 6, in 1886 Jan. 12, in 1888 and 1890 Jan. 16, in 1878 Jan. 17, in 1847 and 1897 Jan. 19, in 1846 and 1897 Jan. 22, in 1855 Jan. 23, in 1860 Jan. 24, in 1841 Jan. 26, and in 1897 Jan. 27. In the cases of Parliament reassembling after Autumn Sessions the only years when members had to resort work until the month of February were 1848, 1853, and 1891. The Session of 1855 opened under conditions not dissimilar to those now prevailing, for criticism was rife at the time concerning the conduct of the war in the Crimea, and one of the first matters for discussion was Mr. Roebuck's motion for the appointment of a committee "to inquire into the condition of our Army before Sebastopol and into the conduct of those Departments of the Government whose duty it has been to minister to the wants of that issue."

Death of Lord Queensberry.

The death of Lord Queensberry, which occurred on 31st January in London, removes a curious figure from the social world. The late peer represented a type of aristocracy which is less common in our time than it was a century ago—the type which is associated in the public mind with a life of idleness and indulgence rather than with the useful aims which such a man as the late Duke of Connaught set steadfastly before him. The late Marquess of Queensberry was in many ways a man of strong character, but, unfortunately, also of ill-balanced mind, and he never turned to any account either his talents or the powers which his position gave him. Lord Queensberry was an undoubted authority on the thing, and that one thing was boxing. The Queensberry rules, which govern the contests of the prize ring, will keep his fame alive at any rate amongst pugilists and amateurs of the "noble art." Of his career there is little to be said. He served in the Navy for a time, and he held a commission in the Dunfrieshire Volunteers. Except in these capacities he came little before the public. Lord Queensberry married in 1866 Miss Sibyl, daughter of Mr. Alfred Montgomery and granddaughter of the first Lord Leconfield. By her he was divorced in 1882. He married again in 1893, but in the following year the second marriage was also annulled.

Naval Appointments.

The following appointments have been made at the Admiralty:—Sir George W. Hackett, M.D., to the *Pique*, to date Feb. 15; Engineer A. W. Sutton to *Tamar* for charge of Engineers' Reserve Store, and to assist Inspector of Machinery at Hongkong, to date Jan. 26, and in 1897 Jan. 27. Assistant Paymaster John T. Wright to *Centurion*, additional, for service at Wei-hai-wei, in charge, Lieutenants C. G. R. Brandon (N.), G. L. Maclean, R. E. Chilton, to the *Pique*, to date Feb. 15; A. S. Chambers to the *Algiers*, as first, reappointed on recommissioning; undated; S. Robertson (N.), and G. Duncan, to the *Algiers*, to date Feb. 20, and lent to the *Edgar* for voyage to China. Lieutenant R. N. R. D. Berrie, to the *Pique*, for twelve months' training, to date Feb. 15. Sub-Lieutenants—W. H. H. S. Thomson to the *Pique*; undated; Fleet Engineer—C. W. Thorne, to the *Pique*, to date Feb. 15. Probationary Assistant Engineer—W. G. G. R. J. Grant, to the *Pique*, to date Feb. 15.

Prospects of Mobilization.

With the departure of the Eighth Division at an early date, this country will be practically denuded of Regular troops. Under ordinary circumstances, the ships of the Channel Squadron, now resting at Portsmouth, Devonport, and Chatham, would leave about now for the usual spring cruise. A Portsmouth Correspondent indicates that the Admiralty recognises that the Admiralty recognises that, in view of the defenceless condition of these islands, the country would object to any such action. Consequently the Channel vessels will go to Ireland for a short cruise, so as to be near at hand, and in the meantime it is likely that the Reserve Squadron which the railway will exploit, its configuration, and the general facilities it affords render it of far greater strategic importance than Wei-hai-wei, which is situated at the extreme end of the trade route to China and Japan. Giva being in a position to command the most important portion of the China Sea, and at the same time afford shelter for our shipping in time of war. The selection of Giva as a naval base would be a set-off against the French naval base at Saigon, which at present dominates all our trade routes in China Sea."

German Shipping in the Far East.

The following memorandum on the extension of German shipping in the East has been received at the Board of Trade, through the Foreign Office:—The extension of German shipping in the East has received a considerable impetus from the recent purchase, by the North German Lloyd Company, of the fourteen steamers of 20,942 registered tons belonging to the "Scotch Oriental Steamship Company." This large acquisition is said to now throw the

main portion of the coasting trade of South East Asia into German hands. The newly-acquired line will, as before, serve Bangkok, Singapore, Hongkong and Swallow with greater frequency. In this region the Germans had already previously bought twelve steamers from a former Dutch Company; so that there will now be a large fleet of German vessels in those waters. It is pointed out in the Press that there will be now altogether some forty German vessels employed on the various Eastern lines, that they will be under one management, and that it clearly shows the advantages of the policy of establishing Imperial Mail lines to which other subsidiary undertakings can easily be attached by degrees. Attention is also called to the German steamer traffic on the Yangtze-Kiang, whereby a valuable network of purely German shipping communications has been established.

Funeral of the Duke of Teck.

Severe yet dignified simplicity was the note of the last farewell, which were paid to the remains of the Duke of Teck on 27th January in St. George's Chapel, Windsor. Yet no ceremony, however quiet, could be without impressiveness in such a building and amid such surroundings. The remains had lain in the west-end of the chapel during the night of 26th January, where they were placed on a bier behind violet hangings, and were watched all night by some of the Military Knights of Windsor. On 27th January the royal mourners who were to take part in the ceremony came down from Paddington by special train ten minutes to eleven. They included Prince and Princess of Wales, the Duke of Connaught, the Duke and Duchess of York, the Duke of Cambridge, and the Princess Adolphus of Teck. The only child of the late Duke present was the Duke of York of York. His Highness' three sons are now on active service in South Africa. The coffin rested on a wheeled bier, and was moved along by the non-commissioned officers of the Post Office Volunteers. On it was placed the sword and crossed bat of his late Highness, and the wreaths which had been sent by members of the Royal Family. The Queen's wreath, of laurel and lilies of the valley, bore Her Majesty's own autograph:—"A mark of affection and friendship from his cousin, Victoria, R. and L." This wreath was placed on the coffin by the Prince of Wales just before the procession started. Prince Beatrice's wreath bore the words, "With kind remembrances," and the Princess Louise, "In affectionate memory." Other wreaths were from the Duchess of York, the Duke of Cambridge, the Duke of Connaught, the King of Württemberg, Princess Christian, and the officers of Queen Olga's regiment of Württemberg Dragoons.

A Sensible German.

In the midst of much unfriendly criticism on the Emperor's war in South Africa which meets us in Continental journals, it is instructive to see that an eminent German diplomatist is not to be misguided on the subject. Herr von Brandt, who contributes an article on "The Crisis in South Africa" to the February number of the *Deutsch-Rundschau*—the leading German review—is a man whose opinions command the respect and attentive hearing of his audience. He served a long diplomatic apprenticeship before he was appointed to the important post of German Minister in China, and the books he has written on politics in the Far East form a valuable part of the literature on the subject. "The same people," writes the former resident in Peking, "who are anxious for the partition of China are not backing the Boers, who do precisely the same thing, and who have treated the foreigners and the commerce they bring with far worse than ever happened in China." This plain and straightforward proposition shows that Herr von Brandt, though he holds that the Boer "distrust" of Great Britain is not wholly unjustified, and though he believes that the war might have been averted at an early stage of the negotiations, is yet removed as far as possible from the pro-Boer attitude of so many Continental publicists. Taking the Boers at their best, he describes them as a survival of past ages in culture, tastes, and judgment. Their victory in the present campaign, he says, would merely postpone it, would not avert the catastrophe. Herr von Brandt does not hesitate to aver that "the defeat of Great Britain, so far from advancing civilisation, would do it most serious injury," and he wonders with a naïveté which Banaras' fellow-countrymen would appreciate what would be Germany's relations with Russia and France, if Great Britain were no longer a first-class Power.

SHIPPING REPORTS.

Capt. E. Mühl, of the steamship *Sandakan*, from Sandakan, reports:—Fine weather throughout.

Capt. T. Moore, of the steamship *Changsha*, from Moji, reports:—Moderate unsteady wind and dull gloomy weather throughout.

Captain Jas. B. Jackson, of the steamship *Loon*, from Bangkok, reports:—Fine weather throughout.

Captain Harder, of the steamship *Taiping*, from Chinkiang, reports:—Light winds and overcast weather to Fuzhou Point; fresh breeze and following sea with overcast weather to port.

Captain J. F. Douglas, of the steamship *Lion*, from Amoy, reports:—Moderate weather with dense fog on approaching Hongkong.

Vessels in Swatow on the 2nd inst.:—*Kwang-tsu*, *Juan-d'Austria*, *Alvarez*, *Prayer*, *Sabine Rückers*, *Prater*, and *Sagittarius*.

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Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th instant, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, with the Report of the Directors, and to discuss any Matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

By Order of the Board,

C. MOONEY,

Secretary.

Hongkong, 1st March, 1900. [27th]

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th day of March, 1900, at 12.15 P.M.

1. To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.

2. To consider and if thought fit to pass a Resolution to the effect "that the New Regulations already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such Regulations be and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."

A copy of the proposed New Regulations may be seen at the Company's Office. Should the above Resolution be passed by the required majority it will be submitted for conformation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated the 1st day of March, 1900.

By Order of the Board,

C. MOONEY,

Secretary.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1899, on or before the 21st March on which date the Account will be CLOSED.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 1st March, 1900. [26th]

HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share and a BONUS of 12% per Share for the six months ending 31st December, 1899, declared at Monday's Ordinary Yearly Meeting, will be PAYABLE at the Premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 27th February, and Shareholders are requested to apply for DIVIDEND WARRANTS at the COMPANY'S OFFICE, Queen's Buildings, Praya.

By order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 26th February, 1900. [25th]

NOTICE OF REMOVAL.

WE have This Day transferred our Offices from Nos. 51, 53 and 55, Queen's Road, Central, to and 2, Des Vieux Road, New Praya Central, opposite the Praya entrance of Lee Yuen Street East.

MUNSEY & BRUTTON,

Solicitors.

Hongkong, 1st March, 1900. [26th]

MITSUI BUSSAN KAISHA.

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Meiji Fire Insurance Co., Limited.

Kanegafuchi Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Mike Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUI BUSSAN KAISHA,

M. FUJISE,

Manager.

Hongkong, 11th December, 1899. [33]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

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Hongkong, 28th May, 1895. [30]

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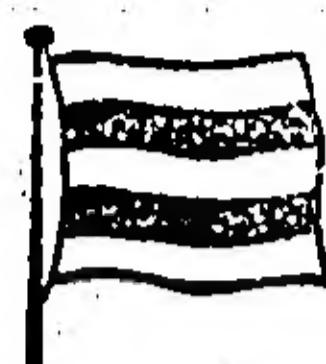
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Hongkong, 2nd March, 1900. [12]

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(THE JAPAN MAIL STEAMSHIP COMPANY.)



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STEAMERS.

DESTINATIONS.

SAILING DATES.

| | | |
|----------------------|---|---------------------------------|
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| J. S. Thompson | { Marseilles, London & Antwerp, via Singapore, Penang, Colombo and Port Said..... | FRIDAY, 9th March, at Daylight. |
| J. W. Ekstrand | { Victoria, B.C. and Seattle, U.S.A., via Shanghai, Moji, Kobe and Yokohama | SATURDAY, 10th March, at 4 P.M. |

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A. S. MIHARA,

Manager.

[6]

Hongkong, 3rd March, 1900.

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STEAMERS.

DESTINATIONS.

SAILING DATES.

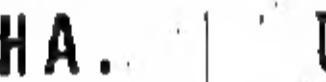
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PROPOSED SAILINGS FROM HONGKONG.

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HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

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City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

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Excellent accommodation. First-class Tables, DOCTOR and STEWARDES carried.

THE HONGKONG TELEGRAPH, SATURDAY, MARCH 3, 1900.

THE WRECK.

BY JAMES PERDU.

[Specially written for the "Hongkong Telegraph."]

The night was settling down on Christmas evening in a Cornish fishing village. In a cottage at the extreme end of the struggling street an old fisherman and his wife had been all day expecting the return of their son, who was bringing back a wife whom neither of them had yet seen. They were loath to begin eating the Christmas fare prepared in honor of the expected pair.

The father was full of impatience and welcome for them both, but the mother had her forebodings and jealousies of this woman who had supplanted her in her son's heart; taken her share in her first born, she was losing a son, she felt it would be a stranger who returned to her. She felt the bitterness of no longer being first in her son's love, of seeing a younger woman preferred to herself. The boy, too, would be changed—he had risen above them in station, now that he had become mate of a small trading brig.

Once more the fisherman lifted the curtain that screened the window from the street and looked out through the fading light. Gulls of wind flung themselves at the window; and fled shrieking round the house. Storm fingers seemed to seize the frames and shake them malevolently. Overhead the fated storm-rack raced across the open. A fitful moon gave out a watery radiance. Away across the troubled waters of the bay long rollers smoked in the air, and the angry chafe of the breakers on the rocks filled the hour with menace.

He dropped the curtain and was turning back into the room, when something on the horizon caught his gaze. It was no rock out there he knew. He fetched his glass and went to the door to make it out more clearly. A swirl of wind filled the porch and clapped to the door behind him.

By degrees he made out, beyond the broken water of the bay's mouth, beyond the gaunt tongue of rock showing from time to time in sprouts of foam, a ship driving steadily towards the harbour. He could see she was a big, full-rigged and running close-redded before the gale. The channel was a difficult one at any time, full of sunken rocks, and the harbour was rarely used by any but the fishers of the village. No one but an experienced mariner could guide a boat between the twin fangs of rock, that stood guardians to the entrance. Now, with such a wind the tideset would surely sweep her on to the rocks.

He ran into the house to put on his life-belt, and sea boots, and in another moment was battling with the gale, on his way to call up the rest of the life-boat crew. From time to time a clap of wind would stay him for a moment, but his pressure.

His task was an easy one—not a man hesitated to obey his summons. They dragged the life-boat down over the crunching sands, and launched her. The women of the village cheered over their huts, and came with them to the water's edge. Though many wept bitterly, not a single one told her man to stay. The women's part was to watch while their men went forth, perhaps, to death. They could do nothing to help, but must wait with prayers on their lips—the elemental cry to fate to be kind.

On board the ship was panic terror. The scummed huddled round the forecastle, seemed dully waiting for the end. One man had bound himself to a stanchion by a length of 4 inch rope. The Captain, stunned by a falling spar, lay tangled in a tangle of rawling cordage where he had fallen. The mate, white-faced and desperate strove to steer her by her useless wheel, for a heavy sea had broken her rudder. A pale girl, half-fainting clung to his other arm. She had come from a comfortable home, and she was horribly afraid to die.

The life-boat crew watched the ship anxiously. "The primrose rocks" said one, naming the dread that was in each man's mind. They saw a green sea swisher decks, and the next moment a number of dark objects were struggling in the water. None lived like through such a sea. Even and ever the ship lay upon her bows, defiantly, desperately appealing, like a stag that has the dogs at its throat.

The mate was taking farewell of his young wife—his almost-bride. The end must be soon now. His eyes swept the decks in a last vain hope. The girl was past bearing his words of love and tenderness; she lay unconscious against his arm. Across-sen but felled the ship across the bows and she checked and shivered like a raw colt. She felt her danger and was afraid.

Then a roller crept under her stern, lifted her derivisively, and dropped her on a sharp pinnacle of rock. A dull, sickening-crunch, the exultant snap of waves as she settled down. The mate gave an agonized look round—one boat with broken sides hung at the davits, but no boat could live for a minute in such a gale. The Captain, tangled in the tackle washed helplessly about the deck with every wave. The seaman by the stanchion appeared dead, every other soul on board had been swept into the sea. He looked down at his wife's face, and kissed her madly, drunk with the pain of it all. Another sea washed her from his arms.

The life-boat toiling through the white smother of sea shore to learn something of the men on board the wreck. Through the pressing dusk they had seen her driven on the rocks, lie there helpless, upcalping with a broken back, her drawn masts crying to Heaven. Then the darkness hid her from them.

They did not stop to look for any floating bodies—such would be past their aid by now. They steered for the wounded ship, the steerers straining their eyes to catch the first glimpse of her. At last they reached her and by a spar lying over her side, first one man and then another clambered on board. The seas were driving over her altogether, and at first the searchers' lanterns showed nothing—but the cumbered decks, with their load of broken tackle, and tangled cordage.

Then they found the girl, the wave had swept her along the deck and left her there unharmed. The mate was not far from her—he had gone after her and a wave had flung him against the taffrail. They cut down the dead body of the seaman, and one by one lowered the living and the dead tenderly into the life-boat. Last to leave the ship was the dead body of the Captain, that they found in his shroud of cordage, smiling up at the blank Heavens.

As the life-boat turned back, the moment was full of peril. Should the boat touch the brig's side, with such a tide, she would splinter like matchwood and every soul perish. The fear was present, also lest if the big tank now ashore suck the life boat after her.

At last they were away and the wrecks howling behind them into the night. Weary with weariness the life-boat went through the waves. She grated and wailed—wailing hands pulled the boat on to the beach and the rescuers and rescued were brought to land. The tense, aching question—*are all the crew back?*—and the glad answer, and the sound of women who laughed and cried at once in the reaction of a nameless fear.

Now it was the women's part to do, while the men stood idle. They wrapped them all in blankets, and covered the faces of the dead who would never look upon the world of men again.

The old fisherman and his wife claimed to look after the two waifs, as they had every thing prepared for their son and his wife.

The fisherman carried the mate up to his own room, while his wife took charge of the exile. He rubbed and caressed the cold limbs, coaxed brandy past the livid lips, and at last had his reward, in a little flutter of the eyelids, a slight sighing of the breath. When he was revived he asked whose he was, and the fisherman told him the name of his village. The stranger sat up in bed, and pat the tangled hair from about his eyes. When he had looked at the old man a moment he cried out "Father, don't you know me?" And in this fashion did the son bring back his wife.

MRS. ATKINS AT HOME.

HOW THE WIVES AND CHILDREN OF TOMMY FAIRE WHEN HE IS AT THE FRONT.

With pomp and panoply, to the sound of trumpet and drum, and the enthusiastic cheers of thousands of excited spectators, Mr. Tommy Atkins had departed for the field of glory—or death. He carries with him the good wishes of every individual in the country, from the Queen whom he serves, down to the veriest street gamin who adds his shrill treble to the national parting demonstration, and all the world knows he will give a good account of himself. But what of those who are left behind—the sorrowing wives and children of our country's gallant sons? Countless homes are filled with aching and anxious hearts; wives, children, mothers and sisters sit many a test for the absent one; every item of news as to his whereabouts is eagerly scanned, and the pros and cons of his safe return are hopefully or sadly conjectured. One great bond of sympathy unites the hearts of the wives and mothers, who have given their dearest—and, in many cases, their only—son to their country's welfare and to the cause of justice and equity. With the most bravery and a dignified courage which is magnificent, they have bidden a long farewell with smiling, cheerful faces, and loving words, though fears were in their hearts.

A MAXIM ILLUSTRATED.

For the men—retiring activity, rapid change of scene, a skirmish or two, or a hard fought battle, chance for promotion, a continual up and doing. For the women—a weary and agonized waiting, an uncertainty as to their loved one's well-being; nay, his life or death. Nothing but just wait with what courage and hope they can command, and always the possibility of future loneliness and desolation. Truly! "Men must work, and women must weep," and never is the maxim brought home to us more than when we are faced by some national emergency, as at the present time.

Visit some of the homes of our brave soldiers and see how it fares with those who are left behind. To say that the wives are gratified with the interest the country is taking in them and doing financially for their welfare is but to faintly depict the profound, delightful astonishment expressed on every hand.

"Nothing of this sort has ever been done before," said one. "My husband has gone out before, and we were not looked after in this way then. I wanted it more, too, at that time, because we were not 'on the strength'; so when he went out I had to do as I could; he could not allow me much out of it, id. per day. Now we are 'on the strength' and he is a sergeant, so I am in comfortable quarters; no rent to pay, no coal and gas to pay for, a government allowance for me and the children, and £2 a month out of his pay." Anxious? Yes, who wouldn't be? And, if anything should happen it would be a bad look out for me; but then, as I say, he has been before, so reason there is a chance for him; and we are the Queen's servants, you know, and it is only our duty."

THE UNCERTAINTY.

Talking to the wives of the non-commissioned men, it is readily found that financially these are all very comfortably situated. It is the uncertainty as to the safety of the husband who has gone out, and the fear of the future, which demand sympathy. Put nearly everywhere hope is predominant. Mrs. Atkins is as much affected by the martial spirit as is her husband; and even the children are not exempt, for small juvenile forces are drawn up in opposite factions in the barracks yards; but, truth to tell, the weakly and small ones are ignominiously turned over to the Boer ranks, so that the inevitable rout of the enemy is certain and swift. "I am the man, now father has gone to the war," said one bright boy, the son of a non-com, of ability and distinction, "and I have to assist my mother up; some of their cheering consists of a violin performance of martial airs. WIVES OF PRIVATES.

To take a lower grade, namely, the wives of the privates. They, of course, are not in such flourishing circumstances; they have quarters, etc., and an allowance of fourpence per day, with three pence for each child. The pay of the husband is small, and, if he allows his wife the rank-and-file, is accustomed to work; she does needlework, washing or cooking with a right goodwill, and, if she had the opportunity, she would even do a little of the nursing if the enemy were in sight. "For," said one, who may be typical, "we cannot do much but sit and wait and cry over the papers; but if the Boers came over here, I would have to go at them and see what I could do with the fire-irons!"

All these women are giving up cheerfully their best and their all to their country; but it is the wives "off the strength" and the wives of the Reservists to whom the biggest share of sympathy is due. Some of the former are, indeed, to be most deeply pitied. They have no government quarters, and what their husbands can give them out of their pay will not anything like defray the rent of their modest lodgings. True, the government is doing something for them; but many of them have children to support, and as one of them said, "It is hard work to keep a roof over them and get them even a bit of bread-and-tradecards to eat." For such as these, the Mandate House Fund and the kindly solicitation of Colonel Gilden, of the Soldiers' and Sailors' Families Association, will mean actual salvation.

WIVES OF RESERVISTS.

Many a hard fate may be heard of among the wives of the Reservists, for, although numbers of government works and employers generally have not only promised to reinstate the men on their return, but also to grant their wives half-pay during their husbands' absence, yet there is quite considerable portion of them for whom no such concessions are made. One case will serve as an example. A skilled mechanic earning from 50s. to £1 per week, a married man, with a well-furnished house at a respectable rental, has been, in common with others, called upon to rejoin his regiment; he ranks only as a private, thus receiving 1s. 6d. per day. No half pay is accorded to his wife in this instance; the man cannot do much for her out of his military pay.

The war office "separation" allowance is small, and very obviously the home cannot be retained, so the house had to be given up, the furniture stored, and the wife has taken a situation as servant. It cannot be denied that this couple are making a very great sacrifice for their country, and scores of similar instances could be quoted.

For the wives of those who will never return, the deepest commiseration must be felt; half

an hour spent at Winchester House, where a list of casualties is posted, and a little conversation with the anxious enquirers would almost move a stoic. The story of despair of grief that will not be repressed is heart-rending; some have found loved one's name among the "killed," others are shown as "wounded," which latter may mean permanent disablement. At such a time the country cannot too generously respond through the Mansion House Patriotic Fund to the undoubted claim Mrs. Atkins and her family have on its exchequer.—*The Sketch.*

THE PHANTOM TIGER.

My camp was pitched in the shadow of a great clump of banyan trees, situated in the depths of the forest. For miles around, with the exception of one pool in the watercourse not far from my tents, all the water had dried up, for it was the height of the hot weather. All day long the pitiless sun beat down upon the parched earth, scorching it into dust and drying up the fallen leaves, so that they crackled loudly even beneath the light tread of a lizard. At early dawn the furred and feathered inhabitants of the jungle came down to drink. During the long hot day, the forest shimmered, save for the cicadas which kept up their strident screech, and the brain-fever bird that shrieked from the tree-top with an ever-increasing crescendo of maddening notes. Towards evening, when the shadows lengthened and the heat became a little less intense, the denizens of the forest arose, and began to move about in the thickets, all converging towards the pool of water where they might slake their thirst after the parching heat of the day.

This was the time for the tiger to commence his nightly prowl in search of victims. For there was no jungle-law in force in this forest. That is only found in story books. The sambur, the chital, the nilgai, and the little chousingha came down to drink at dawn, and at the setting of the sun, looking cautiously around them, in fear of the lurking foe. The sambur generally came after the forest was wrapped in the gloom of night, and so did the heavy, shambling bear. All animals alike approached the water with great circumspection. For who could tell whether or no the striped tiger, the dweller on the threshold of the pool, were lying in-wait for prey? "There is no pleasure in the pathless woods," especially when they team with game, and perhaps there is no greater pleasure than the observation of the wild inhabitants of the forest, when, in concealment one self, one can watch them in their native wilds, although "sitting up" is not a practice recommended for obtaining sport, as it seems scarcely fair on the animals to encompass their destruction in this manner. Still, there are sometimes circumstances when no other method of bringing a tiger to bay is possible, either owing to the density and extent of the jungle or the absence of beaters.

A fine old tiger was haunting the forest in the vicinity of this pool which has been mentioned. I found the imprints of his great paws in the soft mud on the water's edge, and in the neighbouring thicket the skull of a wild boar with fine tusks, doubtless one of his victims, lay bleaching in the sun. The only human beings within a distance of many leagues were some half-dozen Gonds of a neighbouring hamlet, so it was useless to attempt the organization of a beat. Therefore one afternoon at about four o'clock I took up my position among the branches of a great banyan tree that overshadowed the pool, where the gnarled limbs and thick foliage shielded me from the sun and from the view of the animals.

The sun sank gradually towards the horizon, as it descended the lift of the thickets awoke in song and movement. First birds of many kinds came down to the water's edge; peafowl, jungle fowl, and the like painted quail all put in an appearance, whilst flights of parrots, cutting the air like arrows, came swooping down to the branches above me, where they encamped in noisy squabbling. The jungle cocks crew defiance at each other from the trees, and two of them with ruffed feathers approached to do battle. Then, the little four-horned antelope, singly and in pairs, emerged cautiously from cover, and a red deer barked loudly on the hill-side, giving warning of approaching danger. These shadows were already blending into one "metropole" of gloom. "The sun had disappeared, leaving a faint suffusion of light in the sky above, whilst the brighter constellations were already visible in the dark blue vault. The solitude and the peaceful surroundings lulled me into a stuporous state, and more than once I found myself nodding over my rifle. It was rapidly growing dark and the moon would not rise for another hour.

Suddenly there was a commotion among the animals that still surrounded the pool. The peafowl and other birds hurried off silently into the bushes. The small deer disappeared silently like spectres into the shades of the forest. Not a living thing appeared in sight. No sound disturbed the unbroken silence. No breath of wind stirred the leaves. Then suddenly a human cry, a shriek of mortal fear and agony, cut the silence, and the sound of a struggle among the bushes not far off was followed by a quiet as deep as before. I remained spellbound, it was still light enough to see everything clearly. The hoarse purr of a tiger was distinctly audible as they grabbed up roots and other dainty morsels. Taking a dirk we came upon them about a hundred yards directly above us, and feeding in a patch of thick undergrowth. To obtain a steady shot was a matter of considerable difficulty, for an occasional glimpse of dusky body was all that could be caught. At length, however, I picked one out, but failed to notice whether it was hit or not. On examining the spot where the animal had been standing, copious splashes of blood were visible on the dry leaves and stalks. We followed up for some considerable distance, but at length darkness compelled us to relinquish the chase. The trail was taken up again next morning, and much to the delight of Reddie, appointed for the noise—made by the herd of pigs was distinctly audible as they grabbed up roots and other dainty morsels. Taking a dirk we came upon them about a hundred yards directly above us, and feeding in a patch of thick undergrowth. To obtain a steady shot was a matter of considerable difficulty, for an occasional glimpse of dusky body was all that could be caught. At length, however, I picked one out, but failed to notice whether it was hit or not. On examining the spot where the animal had been standing, copious splashes of blood were visible on the dry leaves and stalks. 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means of subsistence, answered: "Yes, a commissary of police came to me to obtain my name and address; this formality is compulsory. The commissary was as kind and courteous as it was possible to be in the circumstances." Here the story ends.

Shipping.

STEAMERS.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."

Captain O. Ogata, will be despatched for the above ports, TO-MORROW, the 4th instant, at Daylight.

For Freight or Passage, apply to

THE MITSU BUSSAN KAISHA,

Agents.

Hongkong, 3rd March, 1900. [13]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN."

Captain Reach, will be despatched for the above Ports, TO-MORROW, the 4th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAK & Co.,

General Managers.

Hongkong, 3rd March, 1900. [27b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"ICHANG."

Captain Lloyd Jones, will be despatched as above TO-MORROW, the 4th March.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 28th February, 1900. [25b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above on TUESDAY, the 6th March.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th February, 1900. [24b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN (DIRECT).

THE Company's Steamship

"MAUSANG."

Captain Kynoch, will be despatched as above on WEDNESDAY, the 7th March, at Noon.

Cargo for KEDAT can be transhipped at SANDAKAN.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 27th February, 1900. [28b]

OCEAN STEAMSHIP COMPANY, FOR LIVERPOOL (DIRECT).

Taking Cargos on London Rates.

THE Company's Steamship

"NESTOR."

Captain Asquith, will be despatched on WEDNESDAY, the 7th March.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1900. [18b]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND

YOKOHAMA.

THE Imperial German Mail Steamship.

"KONIG ALBERT"

of the NORDDEUTSCHER LLOYD.

Captain O. Clippers, due here with the outward German Mail about TUESDAY, the 6th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 2nd March, 1900. [22]

OCEAN STEAMSHIP COMPANY, FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON."

Captain Grier, will be despatched on THURSDAY, the 8th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st March, 1900. [13b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched on SATURDAY, the 10th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

NA.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st March, 1900. [44b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"TEENKAI."

D. Davies, Commander, will be despatched as above on WEDNESDAY, the 14th March.

For Freight, &c., apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 2nd February, 1900. [13b]

OCEAN STEAMSHIP COMPANY, FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS."

Captain Gregory, will be despatched as above on TUESDAY, the 20th March.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 10th February, 1900. [18b]

Shipping.

STEAMERS.

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL

THE Steamship

"MORVEN,"

Captain Norrie, will be despatched for the above Port, on SATURDAY, the 10th March, instead of as previously advertised.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 26th February, 1900. [23b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENS-

LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helm, will be despatched as above on THURSDAY, the 15th March, at Noon.

This well-known Steamer, is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

NA.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 26th February, 1900. [25b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"ICHANG."

Captain Lloyd Jones, will be despatched as above TO-MORROW, the 4th March.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th February, 1900. [25b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above on TUESDAY, the 6th March.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th February, 1900. [24b]

CLARKE'S BLOOD MIXTURE.

THE WORLD-FAMED BLOOD PURIFIER

AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD

FROM ALL DISEASES, FEVER, SCARF, SCAB, ETC.,

BLACKHEAD, FLEMMING, & SORE OF ALL KINDS,

IT CURES THE SCARF, SCAB, ETC.,

SCAB, SCAB, SCAB, SCAB, SCAB, SCAB, SCAB,

SCAB, SCAB, SCAB, SCAB, SCAB, SCAB, SCAB,